US ERA ARCHIVE DOCUMENT

1. Incident Name		2. Date Prepared		3. Time Prepared	UNIT LOG	
Kalamazoo River/Enbridge Spill		06/19/2012		1800	ICS 214	
4. Unit Name/Designators		5. Unit Leader		6. Operational Period :		
SOS Team #1		Name:	Dan Capone & Joe Victory (START/US EPA)		From:	06/19/2012 0800
		Position:	Operations Section Chief		To:	06/19/2012 1800
		7. Pe	rsonnel I	Roster Assigned		
<u>Name</u>		ICS Position			ELL	
Dan Capone		Operations Section Chief				
Joe Victory		Operations Section Chief				
Dan Zahner		Field Team Lead				
Jose Aguilera		SOS#1				
			Q Acti	vity Log		
			o. Acu	vity Log		
					LAT	LAT
Activity Area Morrow La		e		Various	Various	
.	William Built			(DD.MMMM)	(DD.MMMM)	
OIL OBSERVED	OIL IMPACTED NA					
Total Collection	DENSITY OF OIL /SHEEN NA			NA		
Points						
Total Boom Deployed	NA					
Activity	START SOTF Team #1Activity: SOS # 1 on board with Enbridge's Water Velocity Team. Equipment on hand included Acoustic Doppler Current Profiler along with a GPS/Leica instrument. Team recorded data at the ML transect points located in an East-West direction. Team utilizes the Leica instrument to navigate to a point, and then deploy anchors to stabilize the boat. Team leader enters computer command to begin electronic data logger and remain at the location for a few minutes; at the same time acoustic sensors send data every second spent on the location and averages the measurement. Data is recorded at 0.4ft depth intervals from top to bottom and also recorded in an Easting, Northing, Upstream and Downstream direction, electronically logging every variable speed and changes in depth and an average is given by the system at the end of the data collection period. Depth in water varied from approximately 15-20ft near the dam, 5-6 feet in the middle of the lake and 1-3 ft nearing the deltas. Water velocity appeared to spike at certain times in some water columns detected by sensors at 0.6ft/s. Procedure is repeated at each point within the transect. Team leader also recorded a few additional points that have been previously visited and were accuracy concerns were noted. 39.03 and 38.00					
Health and Safety Issues	None					

Comments None